AMENDMENTS TO THE CLAIMS

1. (Currently amended) A landing gear system for a trailer comprising:

a pair of vertically adjustable lifts adapted to attach to the trailer;

a hydraulic motor having a pair of rotational outputs extending outwardly directly therefrom; and

a pair of landing gear drive shafts, each rotationally engaging one of the respective lifts and one of the respective rotational outputs to vertically adjust the lifts.

2. (Original) The system of claim 1 wherein each rotational output rotates at a substantially equal rate to vertically adjust the lifts at substantially the same rate.

3. (Original) The system of claim 1 wherein the hydraulic motor further includes a drive shaft to which each rotational output is connected.

4. (Original) The system of claim 3 wherein the drive shaft and rotational outputs are formed as an integral one piece member.

5. (Original) The system of claim 1 wherein the hydraulic motor is mounted on the trailer.

6. (Original) The system of claim 1 wherein the landing gear drive shafts each have a longitudinal axis and the rotational outputs each have a longitudinal axis substantially coaxial with the longitudinal axes of the drive shafts.

7. (Original) The system of claim 1 further comprising a relief valve to relieve hydraulic pressure from the hydraulic motor to allow manual rotation of the drive shafts and rotational outputs to vertically adjust the lifts.

8. (Original) The system of claim 1 further comprising a hydraulic pump in fluid communication with the hydraulic motor.

9. (Original) The system of claim 8 wherein the hydraulic pump is electrically powered.

10-20 (canceled)

21. (Currently amended) In combination, a trailer, a landing gear system for the trailer and a vehicle having an electrical power source and being adapted to connect to the trailer, the landing gear system comprising:

a pair of vertically adjustable lifts adapted to connect to the trailer;

a hydraulic motor having a pair of rotational outputs extending outwardly directly therefrom;

a pair of landing gear drive shafts, each rotationally engaging one of the respective lifts and one of the respective rotational outputs to vertically adjust the lifts; and

a hydraulic pump in fluid communication with the hydraulic motor and powered by the vehicle electrical power source.

22. (New) The system of claim 1 wherein the hydraulic motor has a housing from which the rotational outputs project.

23. (New) The system of claim 22 wherein the rotational outputs project respectively from opposite sides of the hydraulic motor housing.

24. (New) The system of claim 1 wherein the system is free of an adapter for translating rotational output of the hydraulic motor to the landing gear drive shafts.

25. (New) The system of claim 1 wherein the system is free of gears for translating rotational movement of the rotational outputs to the landing gear drive shafts.

26. (New) The system of claim 1 wherein the system is free of chains and sprockets for translating rotational movement of the rotational outputs to the landing gear drive shafts.

27. (New) The system of claim 1 wherein the ratio of rotation of each rotational output to rotation of each respective landing gear drive shaft is 1:1.

28. (New) The system of claim 1 wherein the system is free of a reduction gear mechanism to translate rotational output of the hydraulic motor to rotation of the drive shafts.

29. (New) The system of claim 1 wherein each landing gear drive shaft is connected directly to the respective rotational output of the hydraulic motor via a coupler.

30. (New) The system of claim 1 wherein the hydraulic motor is disposed directly between the landing gear drive shafts.

31. (New) The system of claim 1 wherein the hydraulic motor is mounted on the trailer via a mounting assembly free of moving parts.

32. (New) The system of claim 21 wherein there is a connection between each landing gear drive shaft and the respective rotational output; and wherein the connection is free of gears.

33. (New) The system of claim 21 wherein there is a connection between each landing gear drive shaft and the respective rotational output; and wherein the connection is free of sprockets.

34. (New) The system of claim 21 wherein there is a connection between each landing gear drive shaft and the respective rotational output; and wherein the connection is free of chains.

35. (New) A landing gear system for a trailer comprising:

a pair of vertically adjustable lifts adapted to attach to the trailer;

a hydraulic motor having opposed sides;

a pair of rotational outputs projecting respectively from the opposed sides of the hydraulic motor; the rotational outputs being rotatable about a common axis; and

a pair of landing gear drive shafts each rotatable about the common axis of the rotational outputs and each being selectively rotationally driven by one of the respective rotational outputs to vertically adjust the lifts.